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TRANSPORTATION IN KIRIN PROVINCE

- COMMUNIST CHINA -

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- COMMUNIST CHINA -

[The following are translations of selected articles from Chi-lin Jih-pao (Kirin Daily), published in Changchun.]

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ALL-PROVINCE GREAT PROMOTION IN TOTAL REFORM
OF TRANSPORTATION EQUIPMENT

- COMMUNIST CHINA -

[Following is the translation of an article,
written by the Communications Section, Kirin
Provincial Committee, in Kirin Jih-pao, Chang-
chun City, 22 May 1960, page 2.]

Our provincial communications and transportation departments, in "the great decisive battle for high production, rapid transportation and obtaining of materials", have raised the war-cry of "use rapid transportation to guarantee high production" and have launched a wide-spread mass movement for the total reform of transportation equipment. Up to the end of April, out of the 25 principal plants and mining enterprises 17 have already begun construction. Of the total number of technical reform engineering projects, 59 projects have already begun. This is equivalent to 50% of the total engineering volume. There are 33 projects which have already been completed. The great mass of workers, marching with their heads high, have hastened the realization of the grand scheme of "every line in circulation, all plants connected, break through plant boundaries, unite into one family, and guarantee a double leap forward in transportation and production."

Total reform of communications and transportation equipment is a basic measure to raise the efficiency of rapid transportation and to guarantee "rapid transportation". The completed reform projects have raised freight capacity, made a more reasonable arrangement of transportation equipment, have greatly increased transportation efficiency, and have effectively accelerated production. The results attained by the total reform of transportation equipment in two depots and eight plants in Kirin City, have greatly hastened the turnover of the vehicles and guaranteed the free flow of traffic on the trunk lines of the railroad.

According to calculations for every operation schedule

the time has been reduced, as compared to that of the past, by 23,714 train hours and the use of 988 freight cars has been saved. In the first quarter of 1960, the volume of Kirin City transportation increased 30% over last year. Because some of the partially reformed transportation equipment have been put into production, there has still been a 3.3% over-fulfillment of the first quarter plan.

The Provincial Paper Plant has completed four railway lines with a total length of 1,590 meters. After putting an 80-meter long low freight capacity railway line into active service, the transportation situation has gained a new outlook, and has greatly increased the turnover capacity of transportation. According to preliminary calculations, the average operating time has been decreased from eight hours and 30 minutes to five hours. This means a monthly saving of more than 240 vehicles. Because moving distance has been shortened and repetitious operations have been reduced, the number of workers engaged in moving activities has been reduced by 300. "Rapid transportation" has been attained and guarantees high production.

The T'ung-hua Railway Company, after extending the two railway supply lines to the front of steel furnaces, changed the individual car loading method into a whole train loading method. This has shortened the stop-over time of trains at the plant, from the previous loading time of seven hours and 12 minutes to five hours and 48 minutes. It is a 20% increase in efficiency.

The Kuo-sung Steel Plant has constructed two 470-meter material supply lines to the coke furnace. The time required to unload a train full of materials has been reduced from the original three hours to 30 minutes. This means that the efficiency rate has been raised five times. The Cha-tzu Coal Mine has erected a sliding chute high platform, with which the time required to load four cars of coal is 40 minutes. This efficiency is twice as high as that of the funnel type of loading in foreign coal storage.

The San-ch'a-tzu Bureau of Forest Industry has recently constructed a 250-meter high altitude suspension line and a 600-meter electric railway line, enabling the material supplying capacity of the high station platform (kao-chan-t'ai) to be increased to four times, and loading time to be reduced from two hours and 30 minutes to one hour and 30 minutes. All those units that have made some technical reforms have further improved their transportation conditions and have met the demands of production development.

The reason that the total reform of transportation equipment has made such rapid development lies in the fact that

Party Committees at all levels have strengthened their leadership over these activities. After the Provincial Transportation Committee had called a Station-Plant (Mine) Transportation Equipment Total Reform Conference in March, Party Committees at all levels have made a complete plan for engineering projects and one for ideological and organizational guidance. For instance, the Kirin City Chinese Communist Party Committee has organized a Railway and Plant Joint Planning Sub-committee, which made a comprehensive investigation of the two railway stations and eight plants and drafted a total reform plan. The committee has also made timely criticism on such rightist conservative ideology as "promotion of transportation equipment reform affects production" and "with a shortage of steel rails, lack of wooden sleepers, and inadequacy of labor we cannot make reforms". The sub-committee has enabled the reform engineering projects to advance in a planned and properly guided manner.

In the process of the total reform of transportation equipment, many units have promoted wide-spread mass movements, made sudden attacks, and have fought a great decisive battle, all of which have helped to guarantee the accomplishment of the reforms. For instance, the Kuo-sung Steel Plant has adopted the great decisive battle method by organizing 1,500 workers into an army for the reform of transportation equipment. In only three days, it completed the earth work of a 470 meter long road base. This has guaranteed that the first stage of the technical reform engineering project will be completed three days ahead of schedule. This has increased the daily output of pig iron by 49 tons.

The Provincial Paper Plant, under the premise of not affecting production, has reorganized its workers from three shifts into two shifts. It has organized its office personnel for participation in manual labor. It has also formed a 600-man transportation equipment reform team, which has completed 6,000 cubic meters of earth work in nine days.

In the total reform of transportation equipment movement of the various areas, because of communist cooperation and self-supporting methods, the problems of manpower and material shortage, and technical difficulties have been solved, thus allowing reform engineering projects to proceed smoothly. With the aim of helping the plants and mines solve the technical and material problems of their transportation equipment reform movement, the Kirin Railroad Bureau has organized three operation teams to assist the various plants, mines, and enterprises in making plans and giving guidance in construction.

The Kirin Power Plant, by re-lining the transportation tracks inside its facilities, has excavated more than 210 meters of steel rails. This guarantees a good supply of rails for its engineering needs.

HASTEN THE STATION-PLANT TOTAL REFORM OF TRANSPORTATION EQUIPMENT

[Following is the translation of an editorial
in Kirin Jih-pao, Changchun, 22 May 1960, page
2.]

A roaring mass movement for the station-plant total reform of transportation equipment has reached its peak in all areas of the province. It has demonstrated that the technical reform and technical revolution movement, as far as the reform of transportation equipment is concerned, has advanced from a general, scattered, and localized reform to a new stage of systematic and all-out total reform of transportation equipment.

After the total reforming of transportation equipment the stations and plants (mines) will have a more scientific arrangement, a greater turnover capacity, and vehicles will have an obviously shorter time of stop-over at the railway station or inside a plant. This is a revolution to uproot the backwardness in station and plant transportation. At present, it not only has an important effect on raising transportation efficiency and the leap forward of production, but it also has an important meaning in the future development of transportation and production.

This is a breaking through of the boundaries between stations and plants (mines). There is no discrimination against one another. There is only one total reform of transportation equipment. This is a full manifestation of socialist superiority. In China, the relationship between plants and mining enterprises on the one hand, and the transportation departments on the other have been united in national planning for production purposes. They all have common goals and common interests. They should now have a comradely and mutually cooperative relationship.

After the great rectification movement and the great leap forward, this relationship has attained a broader development

The station-plant (mine) total reform of transportation equipment is erected on this basis. But the strength of station-plant (mine) total reform of transportation equipment must expand this relationship so that the production relationship will be more suited to the development of productive force, by which the transportation leap forward will be promoted.

The station-plant (mine) total reform of transportation equipment is the inevitable trend in the great development of the technical reform and technical revolutionary movement. Since the great leap forward, especially after the technical reform and technical revolution movements began, many plants and mines have attained greater productive force and their output has doubled and re-doubled. Transportation responsibilities have been drastically increased. The backwardness in the relationship between production development and transportation equipment is very extraordinary. Transportation has become the weakest link in the production process in many plants and mines.

In the technical reform and technical revolution movements, though there has been an attempt to streamline the transportation coordination movement, mechanize and semi-mechanize the loading, unloading, and conveying activities, and further develop transportation potentialities so that a definite degree of improvement will be attained in transportation, the achievements made by transportation have not adequately met the demands of production development. This is because plant and mine transportation equipment have not yet had any basic reform. At the same time, this has also affected the attempt to streamline the transportation coordination and the mechanization of loading, unloading, and conveying activities. The solution to this problem is the total reform of plant and mine transportation equipments.

How can the station's (plant's) total reform of transportation equipment be attained on time and well? Experiences from various areas have clearly shown that in those units where the masses have been thoroughly aroused and organized for a great battle and to fight a war of annihilation, their reform engineering projects have been victoriously and enthusiastically carried out and their results are very outstanding. In such units as the Kuo-sung Steel Plant and the Provincial Paper Plant, while they were promoting their total reform of transportation equipment movement, they repeatedly explained the situation to the masses of workers. They told the workers the significance of the total reform of transportation equipment in relation to production developments. They also adopted the shock method and organized the masses in a very short time. This caused the total reform of the

transportation equipment movement to become something that everybody had a deep interest in and wished to participate in. As such, they have fulfilled their goal with only half effort.

On the other hand, a few units have never made any attempt to promote a mass movement. In each of these units there are only a few people doing the reform activities. As a result, the progress of their reform engineering projects is very slow and their achievements are very small. Obviously, the total reform movement of transportation equipment, as in the other activities, must adopt the mass line activity method in order to actuate the various characteristics of the movement and to mobilize all of its superior strength so that the task of the total reform of transportation equipment can be accomplished within a very short time.

The characteristics of the present station-plant (mine) total reform of transportation equipment are: many engineering projects were begun at the same time; concentrated construction, short time, and heavy responsibility exist. To accomplish such relatively enormous engineering tasks within such a short time, inevitably causes many difficulties, especially those of labor, material and technical problems. How to correctly realize and solve these problems is the most important link in guaranteeing the successful fulfillment of the total reform of transportation equipment.

In solving these problems, many areas have attained some relatively successful experiences. These are: the plants, mining enterprises, and transportation departments have taken united action, formed a common front, used communist cooperation, mutual exchange, mutual support, and have jointly solved all construction problems. On the other hand, every unit has faithfully carried out the policy of applying both native and foreign methods concurrently, has made the best of existing conditions and has tried to be self-supporting by relying on local materials, and trying their utmost to develop their internal potentialities. These experiences have clearly demonstrated that only when cooperation and self-supporting are united can all problems that confront the total reform of the transportation equipment movement, such as labor, material, and technical know-how be solved. There are some units which have over-emphasized their objective difficulties and have never made any subjective effort. They waited for assistance, with eyes looking up at the sky, and waited passively. Such ideology is incorrect.

The station-plant (mine) total reform of transportation equipment is one of the important features in the technical reform and technical revolution movements on the communication and transportation front, but it is not the only feature.

Consequently, the total reform of transportation equipment should not be developed alone, it must be developed with loading, unloading, and moving mechanization and semi-mechanization, with "streamline" transportation coordination, and with the improvement of highway facilities. Only in this way can the reform exert its full effect, bring about a basic transformation in the transportation backwardness of the plants and mines, continue the increase of transportation capacity, raise transportation efficiency, and meet the needs of production developments and transportation better.

The station-plant (mine) total reform of transportation equipment is a new activity, not only involving the participation of many units and causing many problems but also including some engineering projects that require many units to give their joint decisions and common efforts for completion. At the same time, the total reform of transportation equipment is a revolution in transportation equipment. Since it is a revolution, there must also be an ideological struggle. Only advanced ideology can defeat backward ideology; only collective ideology can defeat individual ideology. It can also be said that only political preeminence can promote the courageous development of the mass movement for the total reform of transportation equipment. It is on account of this, that party committees at all levels must strengthen their leadership over the total reform of transportation equipment, make timely solutions to all construction problems, give due regard to the work and leisure life of the workers, improve the workers living standards and guarantee that the total reform of transportation equipment be accomplished on time.

USE STREAMLINING TO GUARANTEE TRANSPORTATION AND COAL TO GUARANTEE STEEL PRODUCTION

[Following is the translation of an article written by Tan Yu-liang, in Kirin Jih-pao, Changchun City, 1 June 1960, page 2.]

The Liao-yuan Station of the Kirin Railroad and the Liao-yuan Coal Mine have strengthened their cooperation and launched a streamlining competition for rapid transportation to guarantee high production, shorten the time of each stage, hastened the turnover of vehicles, and guarantee the sending of coal to the steel production factories on time.

In order to hasten coal transportation, the Liao-yuan Station and the Liao-yuan Coal Mine have called a joint meeting. They have decided to put great efforts into the technical revolution of storage, loading and unloading, organizing centralized loading, specified time, cars, loading, and unloading, and to strengthen regulation. They have adopted 12 measures. They have launched a streamlining competition, using "streamlining" to guarantee transportation and using coal to guarantee steel production.

After the Liao-yuan Coal Mine enlarged its coal storage facilities and increased a part of its loading equipment, the eastern coal storage facilities have increased their capacity by one and a half times. This has enabled the realization of three trains loading at the same time and has raised loading efficiency five times. Because the enlarged coal storage facilities have enabled centralized loading, the time used in moving and switching trains has been greatly shortened. The time used for each performance in the mine (from empty cars entering the mine to loaded cars leaving the mine) has been shortened from seven hours to three hours and 36 minutes. The coal yard workers have started a full loading movement. Now, the net load per car is 0.8 ton heavier than that in March.

The workers at the Liao-yuan Station have also reformed the performance regulations concerning the adjusting and organizing of trains. For instance, when the cars enter the mine, there is no need to change engines. The same engine hauling the cars from the railway tracks goes directly into the mine and reaches the coal loading yard, where the whole train is being loaded. This has shortened the previously time required by stopping at the station, in the mine and changing engines. Those railroad workers who are responsible

for inspecting the engine also go into the mine with the train and do their inspection work while the train is being loaded. This has cut the inspection time in half. Accordingly, the average time required for each process at the station, as compared to that in the first quarter, has been shortened by one hour and 48 minutes.

Because both the railroad and the mine have initiated the movement and have strengthened their cooperation, they have organized the coal cars of the various consumers in the different areas into a combined train which is hauled into the coal yard for loading. The cars are grouped in the mine for direct transportation. This has greatly shortened the time required for adjusting and organizing the cars. In the past, a coal train starting from Liao-yuan Mine going through Ta-lien, and via three adjusting stations, required four days to reach its destination, but after this streamlining movement had been established, it required only one and a half days.

After direct transportation was initiated, in the month of April, there were 140 long direct trains which made such a trip. This number is greater than the total number of such trains in the first quarter of the year. The concentration of coal transportation is not only convenient for the consumers, but has also created a favorable condition for mechanization in unloading.

The Party and political leaders in the Liao-yuan Station and the Liao-yuan Coal Mine have strengthened their guidance over coal transportation, have a clear understanding of the transportation situation, and when they find a problem they proceed to solve it immediately. The railroad and the mine have decided to hold a weekly meeting among themselves to strengthen their cooperation and adjustment.

Because of their cooperation, trains do not have to wait for coal, and coal need not be stored. As soon as coal is produced, the trains carry it out of the mine. Over 100,000 tons of previously stored coal was also hauled out by the trains. From January to April 1960, the amount of coal being hauled from the mine is 23% greater than that of the same period last year. It has not only guaranteed high production in coal mining, but has also guaranteed meeting the needs of steel production.

SHIP-BUILDING AND NEW SEA ROUTES STRENGTHEN MARITIME TRANSPORTATION

Maritime Workers in Our Province Give Strong Support to Industrial and Agricultural Production and Construction.

[Following is the translation of a newspaper report written by Kuo Hua-lin, in Kirin Jih-pao, 3 June 1960, page 2.]

On our provincial maritime transportation front, workers have launched a great mass movement to open sea routes and build ships in order to support industrial and agricultural production and construction. As of the present time, they have opened and dredged 196 kilometers of river bed, and over 20 motor-boats and ferry boats with 1,140 horsepower and 700-ton loading capacity are being built. After these boats are completed and put into service, they will form an excellent basis for our provincial maritime transportation.

In maritime transportation construction, every locality has carried out the principle of self-support, build from nothing, combine native and foreign methods and rise gradually. The Communication and Transportation Bureau of Hun-ch'un Hsien, for instance, has built three ferry boats from nothing and last year opened the 52 kilometer sea route to Tou-men-chiang. Again this year, it is building greater capacity vessels and planning to open new sea routes. T'ung-hua City, hoping to establish a transportation line with Huan-jen, and under the Party committee's guidance, has overcome technical and material equipment shortages and has completed the construction of a motor boat and two 15-ton sailing boats in 13 days. These boats are now in service. Their daily shipment is greater than the total freight transported by over 20 truck-trailers. They have solved the vehicle shortage problem and saved transportation man power and animal power.

In order to fully develop the potentiality of maritime transportation, the two cities, T'ung-hua and Huan-chiang, plan to establish the Huan-chiang sea route and to build over 70 tug boats and wooden motor-boats so as to make great developments in maritime transportation.

While building the large tug and ferry boat which they completed on 14 May, the workers of the Kirin Maritime

Transportation Company were trying to build long timber and assorted timber boats. These boats have now been tried and found to meet all quality requirements. They have shown a new direction for ship-building in our province.

All workers in our provincial maritime transportation construction are struggling day and night to establish a criss-cross maritime transportation network as soon as possible in order to meet the busy season.

PREPARATIONS FOR A NEW HIGHWAY

[Following is the translation of a news report, in Kirin Jih-pao, Changchun City, 29 May 1960, page 2.]

Preparations have begun for the construction of a new highway, extending from Pai-t'ou-shan (T'ien-ch'ih) through Chang-pai and going directly to Lin-chiang. The route from Chang-pai to Lin-chiang, compared to the present route, will be shorter by one-third. The highest grade is about three degrees. The planned width is from 12 to 16 meters.

At present, the communication and transportation departments are sending out 24 cadres to form a highway surveying team for the purpose of making a second survey, selecting a road bed and setting road marks. The cadres are also required to repair the construction facilities. The completion of this highway will have an important effect on the comprehensive development and utilization of the resources in the mountain areas and will serve to support national construction.

In addition, they will repair the local railroad, extending from the forest area to the mining area, with the hope of completing a well-developed communication network throughout the hsien.

HUA-T' IEN REPAIRS A LOCAL RAILROAD

[Following is the translation of a news report, in Kirin Jih-pao, Changchun City, 29 May 1960, page 2.]

Hua-t'ien Hsien communication and transportation departments are now repairing a local railroad by their own efforts, the Hua-t'ien--Su-mi-kou route. This railroad is 19 kilometers long. Track laying has begun on a seven-kilometer stretch of road bed, extending from Su-mi-kou to the banks of the Hui-fa River. About 20,000 persons are participating in this repair work. They are cadres from government offices, workers and residents who are working day and night with the hope of having the road open for traffic by the end of May. In repairing the railroad they have made good use of local conditions and employed local materials. They are using wooden rails as a substitute for steel rails. While they are making the repairs, they study to overcome technical difficulties. After the completion of this wooden track, the coal from the mines in Su-mi-kou will be transported on the wooden rails to the river bank, whence it will be transported to the various areas in the hsien by boat. This will save the use of 64 trucks and 250 trailer cars. This will greatly relieve tense situation.

TRUCK-TRAILER MONTHLY TRANSPORTATION
VOLUME DOUBLED

- COMMUNIST CHINA -

[Following is the translation of an extract from a news report, in Kirin Jih-pao, Changchun City, 29 May 1960, page 2.]

The transportation company of the Erh-tao-ho-tzu People's Commune in Changchun City, in the midst of a decisive high transportation battle, has revamped its transportation tools and cars and has raised its transportation efficiency. Many truck trailer cars have a greater transportation volume than that of the trucks. All the company's 28 truck-trailer cars have created a monthly transportation volume record of 50 tons per kilometer. There are seven truck trailer cars that have a still higher record, with a monthly volume reaching 10,000 tons per kilometer. The model high transportation team under the leadership of Li Tzu-chiang has reached a monthly volume of 18,000 tons per kilometer. For all the cars in the company the average monthly volume per single car is more than double that of the average monthly volume per single car throughout all last year.